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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XX • NUMBER 6 • JULY/AUGUST 2002



"But officer! Nobody pays any attention if I just put out my hand."

The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

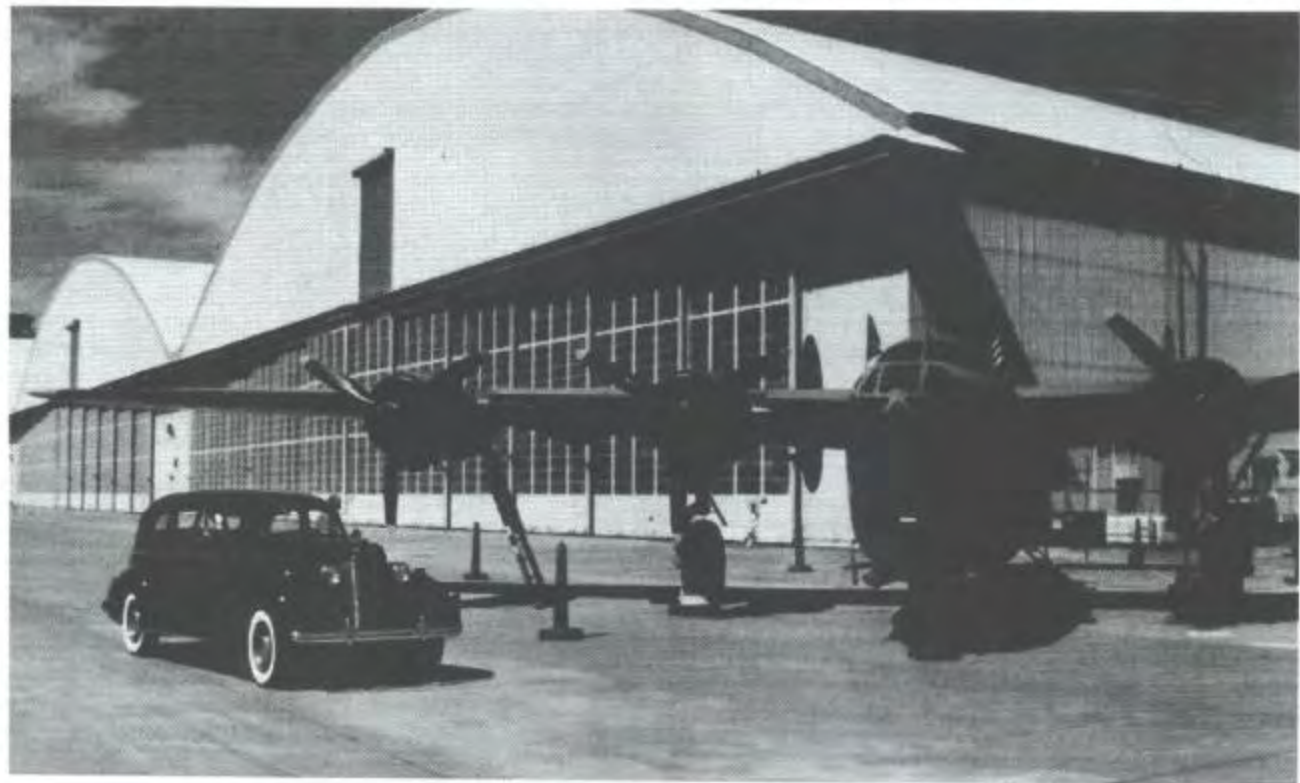
Dear Members: This is the 6th and last issue in our 2001-2002 publishing year. *IT IS NOW RENEWAL TIME.* If the mailing label your Torque Tube came in has the expiration date highlighted in yellow, it's time to renew.

All issues are sent by air. The rates are unchanged even though the postal rates increased last June 30. The renewal fee is: \$34 for US members, \$35 for Canada and \$40 for everyone else. ***Please make your checks out to the 37-38 Buick Club and NOT the Torque Tube!!!*** Our Club bank account is in the name of the 1937-1938 Buick Club, so if you make the check out to the Torque Tube, I have to go to the extra work of adding 1937-1938 Buick Club to each check.

As I write this on August 6, our paying membership stands at 654. This is very close to last year's record membership which was 659 on

August 31, the end of our publishing year.

W.W.II B-24 bomber and '37 Buick together on the flight line. **Bruce Lagomarsino** (#1149) in El Dorado Hills, California sent this photo and wrote: "Last summer, the Confederate Air Force flew two of its W.W.II bombers to Northern California for awareness and fund raising. The planes made a stop in Sacramento, I drove in my '37 Buick Special to see the planes. While looking over the B-29 and B-24, I pointed out my Buick in the parking lot to the person in charge and asked if it would be possible to drive my Buick onto the flight line for pictures with the W.W.II planes. Not only did he agree it would be a great photo opportunity, but he arranged to keep people away for a moment for picture taking. Not only did I snap several pictures with both aircraft, but also quite a few others were taking pictures of the Buick with the planes."



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS

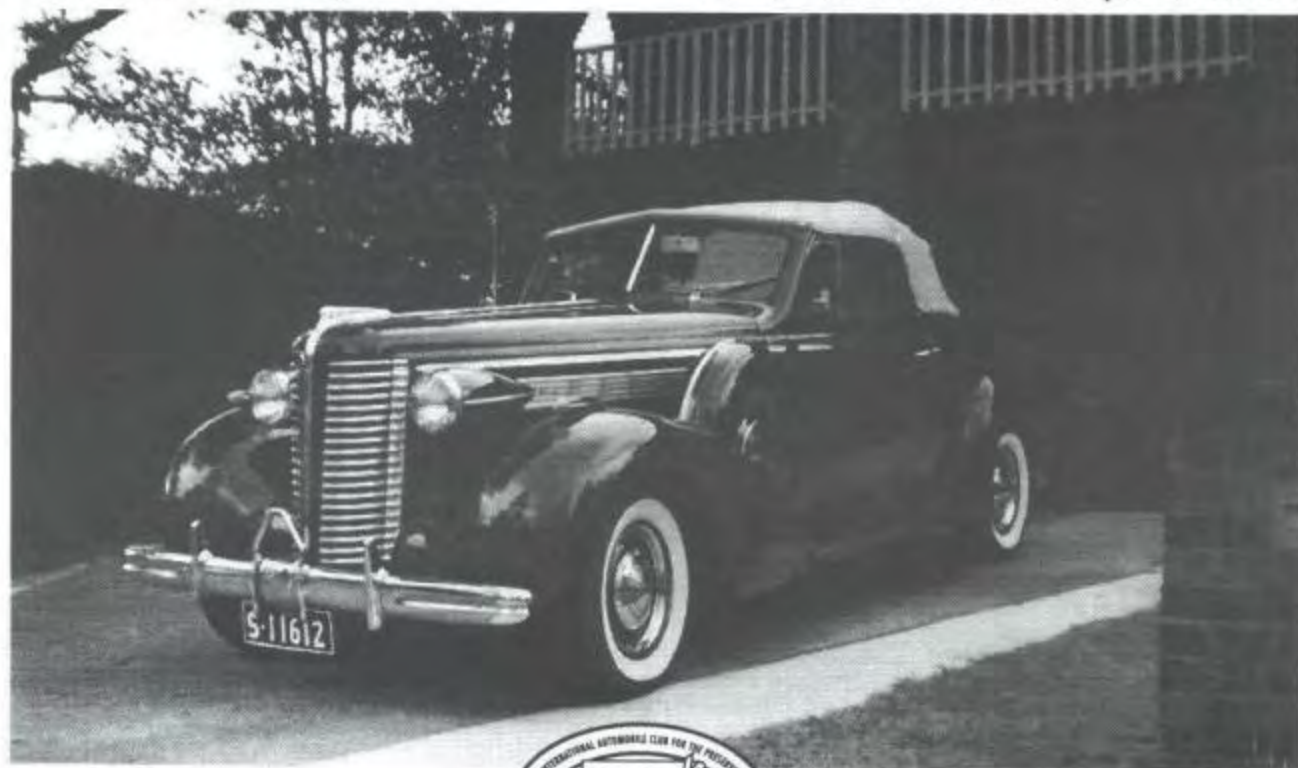


This is a little story sent in by one of our members. Tiger Woods was driving his new Buick while vacationing in Ireland. He pulls into a gas station and the attendant greets him in typical Irish manner, unaware who the golf pro is... "Top o'the morning to ya lad, gas ya be need'n?"

As Tiger get out of the car, two golf tees fall out of his pocket. "So what are those, son?" asks the attendant. "They're called tees" replies Tiger. "And what would ya be usin 'em for, now?" inquires the Irishman. "Well, they're for resting my balls on when I drive" replies Tiger. "Jaysus, Mary an' Joseph" exclaims the Irish attendant. "Those fellas at Buick think of everything." Thanks to **Paul Borgwardt** (#1368) of Walnut Creek, CA for this story.

Member **Adrian Dearling** (#1237) in Queensland, Australia just drove his red '38 Century convertible coupe to the Australian Buick National Meet on the island of Tasmania and back. He drove 4,100 miles (6,500 km) and had no trouble except for a bad fan belt. The next National Meet will be in Perth, Western Australia in September, 2004. That will be a drive of 6,250 miles (10,000 km) from Adrian's home, but he plans to go!

This '38 cream Special convertible coupe with red wheels now belongs to Erik Hoetjes in the Netherlands (top of page 3). He found it on the Internet and bought it from St. Louis, Missouri antique car dealer



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year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Check out the new **1937-1938 Buick Club** web site: <http://clubs.hemmings.com/1937-1938buick/>

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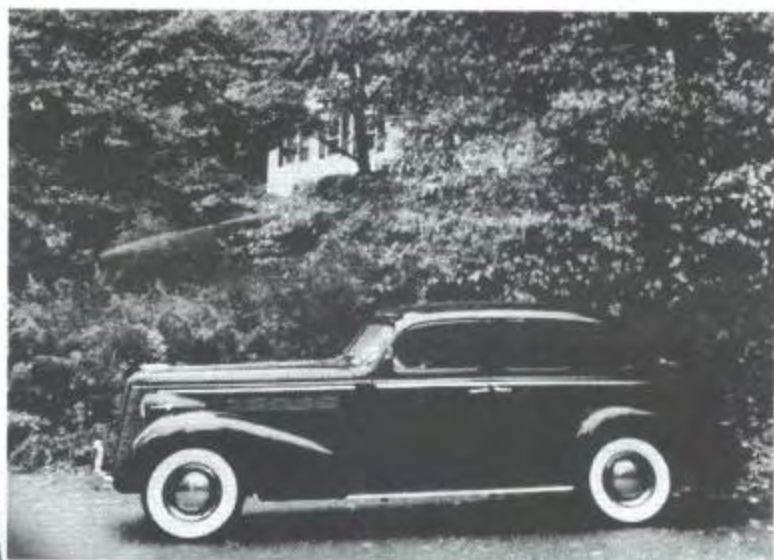
Printer Liaison:.....Bill Olson, #427
Printer:.....Conrads Printing, Lancaster, Ohio



Mark Hyman (www.hymanltd.com). The car has not yet arrived in the Netherlands, so Erik has not driven it. The last two owners of the car were in Texas. Hopefully Erik will join our Club.

These three photos, at right, show new member **Jaime Ratzken's** (#1641) '37 Century Sedan in Winter and Fall. The last photo with Jaime's daughter could have been taken when the car was new.

Here's something better than a jack to raise your old Buick. It's **Wonder Woman** shown lifting a '38 Buick. Thanks to **Malcolm Oneill** (#1425) in England for sharing this.



Last May 19, I attended the annual All-Buick Meet in Pasadena, California, the town I grew up in. The meet was held in front of the imposing Italian Renaissance style City Hall built in the mid-1920's. I remember



walking by it often as a boy.

Several of our members had their cars on display including this beautiful red '39 Century convertible coupe owned by new member **Erik Unthank** (#1651). His father **Randy Unthank** (#986) had his '38 Roadmaster Formal Sedan Model 81F on display also.

Another beautiful car was **John Macmillan's** (#725) silver '37 Century sedan Model 61. He owned a 37-61 while in high school and a few years afterwards. But in the early 1960's, it was worn out and resting in his back yard, so he gave it away. Years later he decided he wanted another 37-61 and purchased it in Colorado. When he got the car home he found out it was the same one he owned years before! He's had it restored and it looks beautiful.

One of our newest members **Dawayne Niemela** (#1634) had his sidemounted black '38-61 Century sedan on display. It still has the original mahogany steering wheel.

Then I went to the Petersen Museum in Los Angeles to see the Buick factory exhibit. It featured many of Buick's finest cars including this cream





'36-66C and a black '39 Convertible Sedan, but alas no '37 or '38's. Buick purchased the 1936 Century Convertible Coupe from a former 37/38 club member. I last saw it displayed at the BCA National Meet in Richmond, VA several years ago. One of the oldest cars was a 1905 Model C, the first Buick sold in California.

The Buick exhibit is now on display at Harrah's Auto Museum in Reno, Nevada until August 25. Then it moves to the Museum of Transportation in St. Louis, MO (August 31-November 4) and the Saratoga Antique Automobile and Carriage Museum in Saratoga Springs, NY (Nov. 30, 2002 to Feb. 23, 2003).

Additional sites, including one in Chicago, will be announced later. The exhibit will be back in Flint for the centennial events in the summer of 2003.

Baseball legend Lou Gehrig was voted

"The Most Popular First Baseman" in a nationwide poll. Here Lou receives his prize, a new Buick Special Sedan at Yankee Stadium, New York City in the summer of 1938. Lou died a few years later of Amyotrophic Lateral Sclerosis (ALS), now often called Lou Gehrig's disease.

These next two photos show **John R. Young's** (#1579) recently painted Raphael Green 1938 Special Sedan Model 41. Even without the fog lights and sidemounts it looks great. Congratu-





lations on your beautiful car and beautiful home. John lives in Eunice, Louisiana.

David Gelinas (#1078) informs me that Hampton Coach is now offering interior kits for 1936 and 1938 Roadmasters, Model 81. But no kits for 1936 Roadmasters.



David recently purchased a 48 star US flag set from the late 30's early 40's on eBay. It's a five flag set with a shield holder. It's the type that's attached to a license plate. The car on the box the flags came in appears to be a 1937 Buick.

Appearing on the eBay internet auction was this black 1938 Special 4 door (left). The car was restored to like new condition with a totally new interior. It was bid to \$13,000. Another car from eBay was this bright red 1937 McLaughlin business coupe. This



is a total street rod with a laundry list of mechanical conversions. The bidding started at \$20,000. Both cars are not known to have sold as yet.

This 1938 Buick Special Sport Coupe Model 46S was for sale on

the eBay Internet Auction in July. The car has the two fold down jump seats, 4 boxes of extra parts, extra fenders, doors, hood, engine and drive train. The car needs a total restoration. It is located in Keansburg, NJ 07734. The minimum bid was \$3,800. Don't know if it sold or not. Thanks to **Charles Jekofsky** (#524) in Oregon for sharing this information.

Meet **Terry Sullivan** (#1335) all dressed up in 1930's clothing with his beige '38 Special sedan. The photo was taken last September at the annual *Art Deco Society's Great Gatsby Day* at the Dunsmuir mansion in Oakland, CA.

Please don't forget to renew your subscription or you'll miss the next **Torque Tube**.



Harry



FRONT AND BACK COVERS: These two cartoons appeared in Motor Age magazine in 1938. This was a magazine for auto mechanics. They may not be politically correct by today's standards, but it's interesting to see what made men chuckle 65 years ago and maybe even today!

EASTERN 37/38 BUICK CLUB TOUR "NORTH COAST USA"

By Bill Olson (#427)-Columbus, Ohio

"North Coast USA" is the title given to this year's tour in the northeast corner of Ohio by its organizers, Bob and Arlene Lawrence.

We had 42 people and 18 cars attend. If one thinks about it for a moment, the Great Lakes are so large that their shores can well be termed "coasts." We stopped at the shore of Lake Erie, as well as many other locations in a three-day tour packed with interest and fun. Rather than give a chronological account, I'll hit some of the highlights. In between these, there was much opportunity to drive the "back roads" we all love.

James A. Garfield National Historic Site.

Who was Garfield? Get out your encyclopedias. He was the 20th US president, but his tenure lasted a mere six months. Garfield was assassinated by a disappointed office-seeker. Presidents were plagued by such persons in those days, when virtually any white man could walk into the White House and demand an audience. He died in September, 1881, and it seems that his death may have been due more to crude ministrations of his physicians than to the bullet. What kind of chief executive he would have made is thus open to speculation. It is clear, however, that his home, now managed by the National Park Service and consisting of several outbuildings besides the main house, is an impressive example of late-Victorian architecture. The main house was actually enlarged substantially after his death, when his widow came into a good deal more money than

she'd had before, and the workmanship evident within is a tribute to the skill of people who labored without the power tools in use today. The guided tour was quite interesting, and many of Garfield's personal belongings can be seen.

Ashtabula. Where, or what, is that? It's a city on the "North Coast" and one of Lake Erie's busiest ports, as it has been for well over 100 years. Today's commerce is largely coal, brought in by rail and loaded into lake boats for delivery to other Great Lakes ports. (*Vessels operating on the Lakes are never call "ships;" even if 1000 feet long they're "boats"....a word sometimes pronounced differently in Canada*). Here we saw an immense pile of coal, a working lift bridge dating to the 1800's, and a fascinating museum of Great Lakes maritime history.

Crawford Auto Museum. This is an excellent collection of....guess what?....antique cars, which, of course, we find of more than passing interest. Its location in the middle of Cleveland called for transportation to and from by chartered bus. The bus driver became temporarily lost.....not hard to do....and this led to views of some parts of the City not ordinarily seen by tourists; which of course gave everyone something to talk about.

Reed's Vintage Aircraft. This is a private museum of beautifully restored small airplanes, all in fully-operational condition.

including, among many others, replicas of two World War I fighters ("Curse you, Red Baron"), and the Army two-seat observation plane used by General Patton in World War II. The proprietor said that many visitors ask "Who was Patton?". How soon the heroes of one generation fade into obscurity, even after films and books about them. I suppose some day people will ask "Who was Elvis?"...maybe they already are. The complex includes two grass landing strips and lots of memorabilia. I was hoping something would be take out and flown for us, but that did not happen.

Food. Food, of course, is always of interest, and we had lots of good eating, including Amish ice cream, the historic Unionville Tavern, reputed to have an important part of the "Underground Railroad," an Amish cheese factor, a winery, a delightful picnic lunch at the Lawrence's restored 19th Century home (Jim Rynhard brought his 1908 Buick), and the grand finale banquet, following which several enter-

taining stories were told, all unquestionably true.

These annual events have become a sort of family reunion, with the same people returning year after year, but always with some new faces as well. There were no flat tires, no one ran out of gas, no wheels fell off, and what few problems occurred were easily curable. Everything was great fun. As I said at the beginning, I've only hit some highlights of this event.

The ideal size for these events is 12 to 15 cars; beyond that requires more elaborate management. They are really not a big job to organize, compared, say, to a BCA Regional Meet. I've done at least three of them, and the more one does the easier it gets. I've called this one the "Eastern Meet" simply because it's east of the Mississippi River, but it really is more a "Great Lakes Area" event, although a few "regulars" (and others) come from farther away. I urge members in other parts of the country to organize their own regional events. They're a great way to make new friends and gather useful information. An enjoyable two or three day tour can be put together almost anywhere.

How soon the heroes of one generation fade into obscurity.

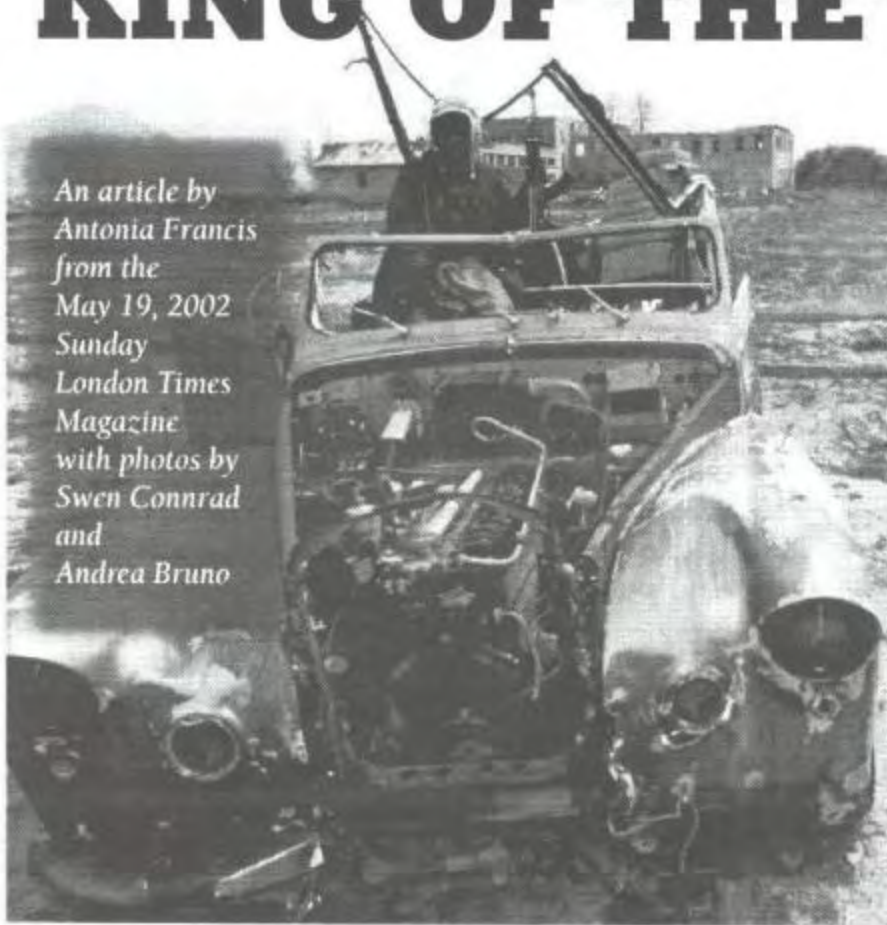


Lunch at the Old Tavern Inn.

Thanks to Bill Wyte #968 in Scotland for sharing this article.

KING OF THE ROAD

An article by
Antonia Francis
from the
May 19, 2002
Sunday
London Times
Magazine
with photos by
Sven Conrad
and
Andrea Bruno



whereabouts are unknown, but they are believed to have been destroyed by the mujaheddin factions and the Taliban.

Here's a front view (below) of the 1938 sidemounted Buick as it was found in 1982.

At the top of page 11 we see a Daimler DK 400 convertible sedan (left) and a Rolls Royce Phantom III (center) with a Model A Ford on the right.

Here's what the Rolls looks like when last photographed in 1996.

When the former King Zahir Shaw landed in Kabul airport last month, he stepped from his aircraft into an anonymous Mercedes to be taken to his new home.

Thirty years ago, the king of Afghanistan was forced to leave behind his fleet of luxury cars. How have the decades of national turmoil treated his vintage collection? This photo pretty much tells the story. Here a mujaheddin sits in the wreck of the King's 1930's Daimler DK400 during a siege in 1995. The ruined Darulaman Palace looms in the background.

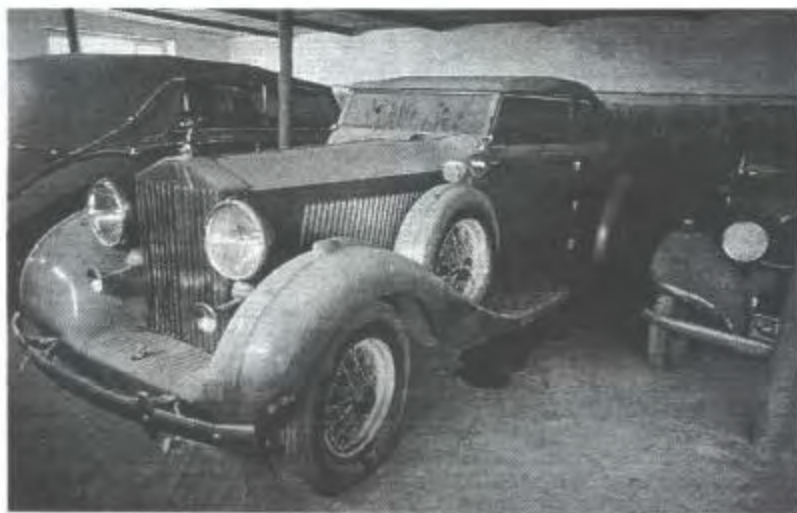
The Model A Ford and '38 Buick in the background were photographed in 1982. Today their



After 29 years in exile, he could hardly have expected his beloved Rolls-Royce Phantom III convertible, like some trusty old retainer, to be there to meet him.

The former King of Afghanistan loved cars, especially vintage ones, and was proud of his fleet he had assembled during his reign. Stalin bought them as presents for him, as did other visiting dignitaries. Those days are gone, as are the cars, but he may like to know that one gem from his collection still exists.





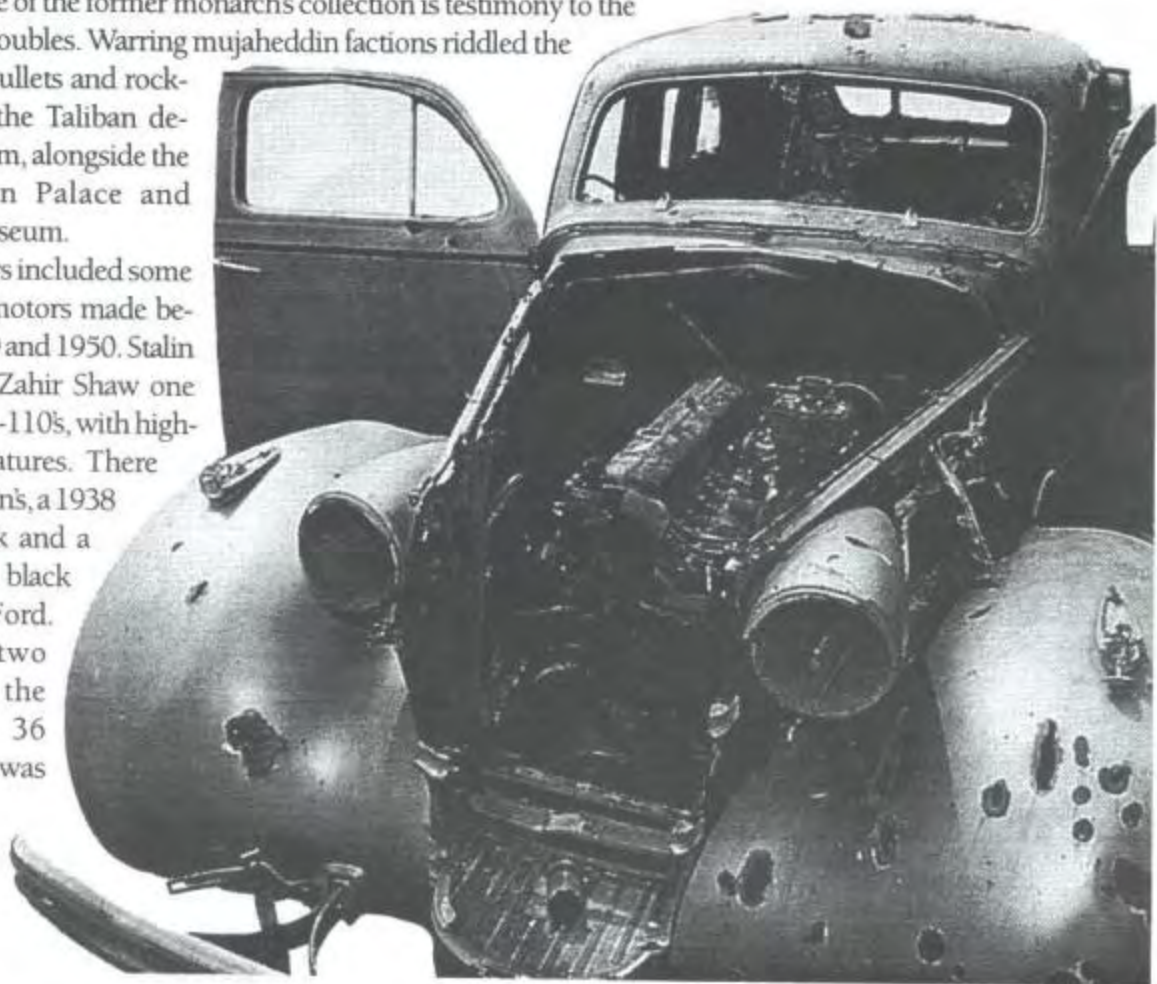
And here's the latest photo of the 1938 Buick. Looks like it was used for target practice. What a shame!

High up in the Panjshir valley, home to the late Northern Alliance leader Ahmed Shah Massoud, lies an elegant black 1950's Austin A135 Princess Vanden Plas Limousine, the only model from the King's fleet known to have survived intact. Local children love playing in it.

The car, which came to light last autumn, tells of an epoch of luxury and elitism in Afghanistan, when Kabul was a sophisticated, tree-lined capital.

The fate of the former monarch's collection is testimony to the country's troubles. Warring mujaheddin factions riddled the cars with bullets and rockets. Then the Taliban destroyed them, alongside the Darulaman Palace and Kabul's museum.

The cars included some the rarest motors made between 1930 and 1950. Stalin gave King Zahir Shaw one of seven Zis-110's, with high-security features. There were Lincoln's, a 1938 silver Buick and a yellow and black Model A Ford. Of the two Daimlers, the 1951 DE 36 limousine was



(Continued from page 11)



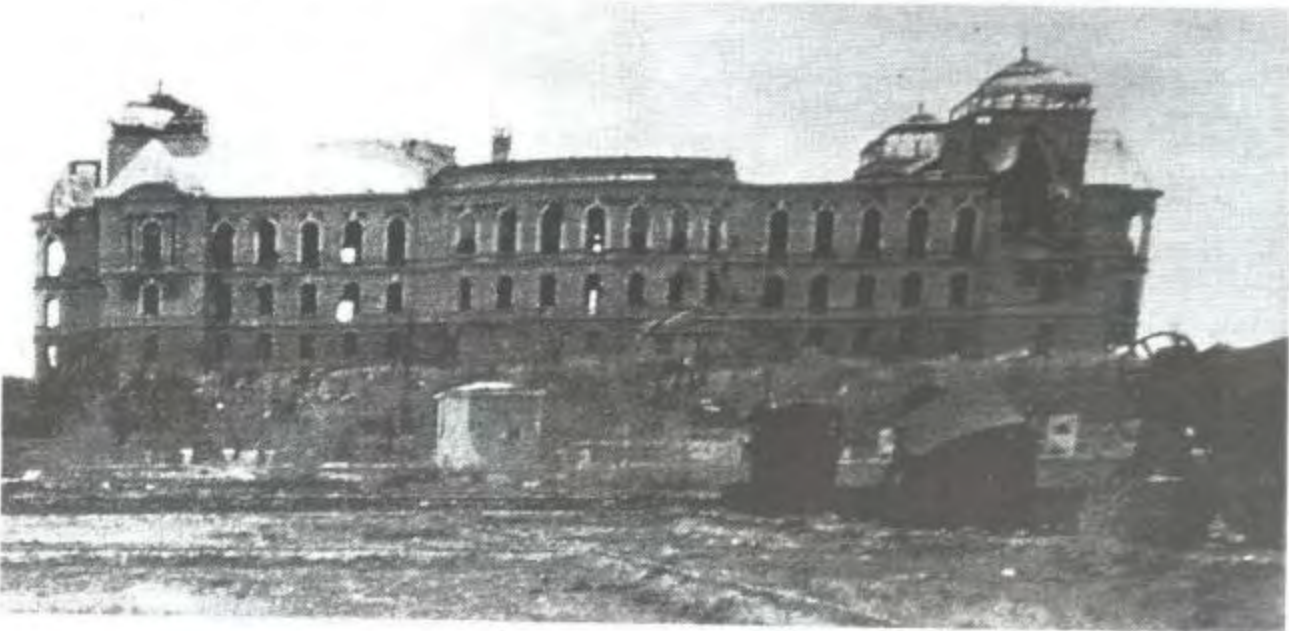
the largest post-war European car to be made. It weighed three tons. Most luxurious was the late-1930's Rolls-Royce Phantom III, a two-door convertible with twin airhorns and triple headlamps, each a foot across, flanking the 738cc engine. This car would be worth over one million dollars now.

When King Zahir Shaw was overthrown in a coup by his cousin in 1973, the collection was forgotten. It was only in the 1980's, during communist rule, when an Italian architect working on behalf of Unesco was inspecting the museum, that the cars were re-discovered. Strolling in the grounds, he caught sight of a 1939 Lincoln Continental convertible. He found six more cars and arranged for a garage to be built for them. He

thought he had saved them.

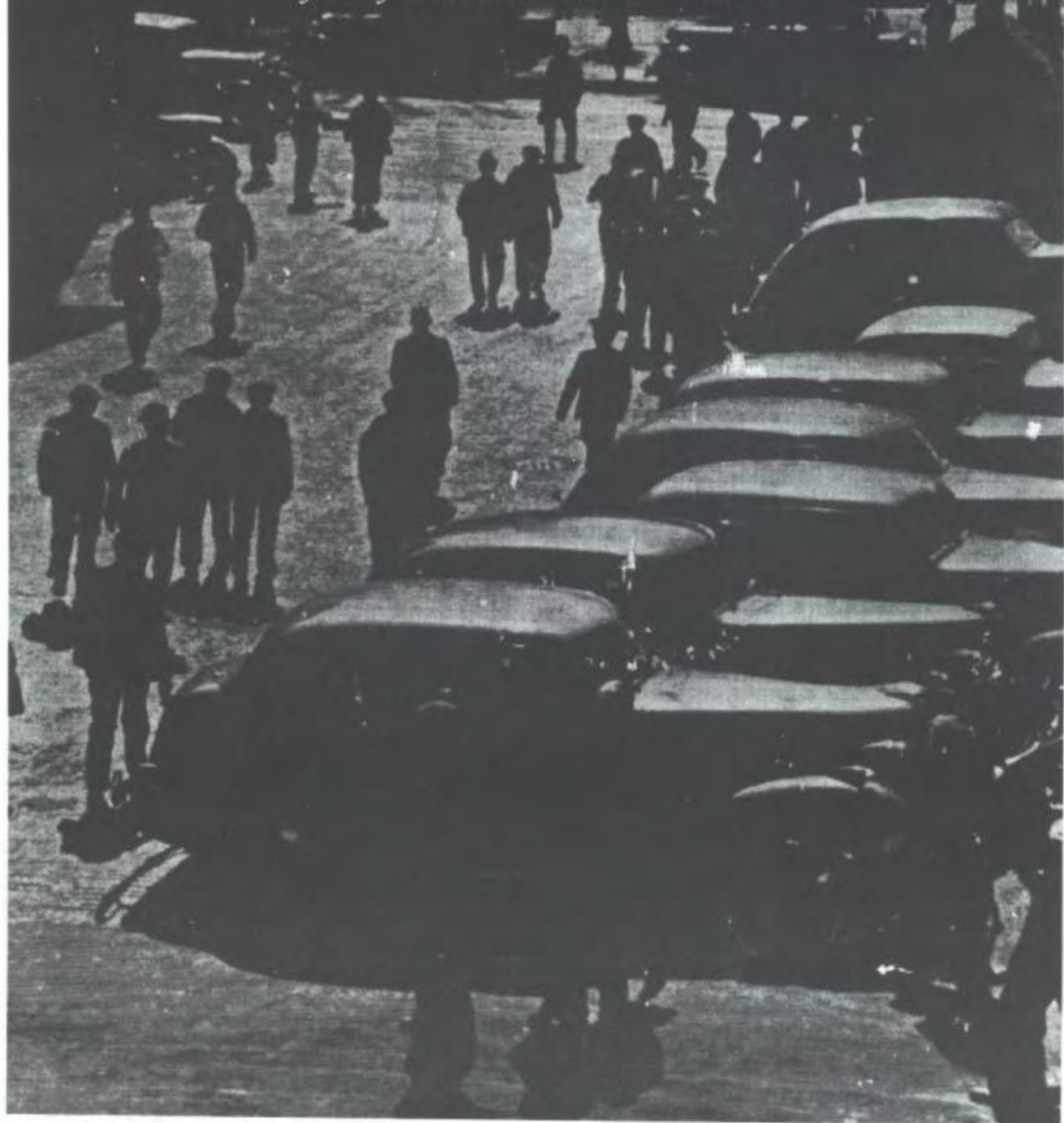
But when he returned in 1991 after the Soviet withdrawal, he found the mujaheddin had begun to destroy them. Three years later, under one particular siege, their fate was sealed. Mazari, the head of the Hazara faction, controlled territory including the Darulaman Palace, the museum and garage. Attacked by two leaders, Ahmed Shah Massoud and Hekmatyar, and their loyal militia, he re-

treated. They reduced their capital's most opulent quarter to rubble. Rockets struck the museum and set it alight; the palace and garage were soon gutted. Several cars had been overturned by the force of the explosions; others were burnt out or peppered with shrapnel. Even the bullet-proof plate-glass windows of the Zis 110 had been shattered. Then the scrap merchants removed any reusable metal. The Phantom III was stripped to its chassis, the Daimler lost every ounce of chrome. There was nothing left, bar a rumor that one of the cars had escaped. But if so, where to hide it? One Alliance commander, known as Taraq, had the answer. In 1994 he had the Vanden Plas driven into the Panjshir valley.



WHEN WAS IT BUILT? - A CASE FOR M16

By Terry B. Dunham & David F. Corbin



FORWARD

About a year ago a notice was published in the TT asking members to send their 1937 and 1938 frame and model data for a research project. The response was incredible! I have been in the Buick hobby for more than forty years and I have never seen anything quite like it.

The amount of information received was almost overwhelming and it is exactly what we needed to answer a number of questions that have puzzled knowledgeable Buick collectors for decades.

The data came in from just about everywhere. From across the USA, Australia, New Zealand, Canada, and from several countries in Europe. Sometimes I would open my Post Office Box and could hardly pull the mail out it was jammed in so tightly.

Other times I would sign onto the Internet and would spend considerable time sending acknowledgments to people who had e-mailed information.

Some people supplied data for as many as ten vehicles. The information came from individual members, from museums, and from public collections. Some sent detailed histories of their cars, and many wished good luck with the research project. There clearly is a lot of professionalism, a lot of pride and a great deal of historical interest within the 1937-1938 Buick Club.

DEFINING THE QUESTION

About five ago, quite unexpectedly, Buick enthusiast Dave Corbin called me on the telephone. Dave has a long-standing interest in Buick frame number data and wanted to discuss the subject in detail. Vintage Buick frame numbers are a complex subject and I thought no one else knew much about them. I was wrong.

It immediately became obvious that Dave Corbin is one sharp guy. In addition to having had experience as a production control manager for International Harvester, he is also a mechanical engineering graduate from MIT, and a member of the Society of Automotive Historians. When he has the time, he pursues an interest in historical serial number investigations done by the British intelligence service MI6 during WWII. His Buick interests include a 1938 Model 48 self-shifter.

Before long Dave had introduced me to a term that I had never heard before, "forensic analysis". Basically, what Dave said was that if we could gather enough Buick frame number information from enough vehicles, the data could be analyzed backwards to determine how Buick had assigned its frame number blocks to the assembly plants beginning in 1937. Understanding how these assignments were made to the individual assembly plants would answer questions that have long gone unanswered.

WHY GO TO THE TROUBLE?

But why would one even want to determine what the post 1936 Buick frame number assign-



ment process at Buick was in the first place? Good question! The answer turns out to be the key to determining what month and year a 1937 or a 1938 Buick was produced. And as virtually all knowledgeable Buick enthusiasts know, production date information just isn't available anywhere.

SOME BUICK NUMBER HISTORY

From the start of Buick production in 1904, and continuing through the 1931 model year, Buick assigned its frame numbers (*known today as vehicle identification numbers or VINs*) in specific number blocks that were unique to individual model years and to individual models within the model year.

When a Buick model entered production prior to 1932, a block of consecutive frame numbers was assigned. For example 1060178 - 1061999. As the model was produced these frame numbers within the block were stamped into metal plates that were in turn attached to the frame as the car went down the assembly line. When all the frame numbers in the first block were used up, a second block was assigned, and so on throughout the end of the model year.

During a given model year, some models were produced all during the year, others came and went during the model year cycle. There is evidence to indicate that some of these block assignments may have been assigned based on a monthly production forecast. Using this scenario, if a model year lasted for twelve months, and a model was built for all twelve months, then the number of frame number blocks assigned would have been twelve.

A model introduced half way through the model year would have had 6 blocks assigned. What is important to remember here is that the block assignments were not assigned randomly. They were very carefully thought out.

Why assign frame numbers this way? If a car in the field had a product problem, using just the frame number, it was possible to determine the model year of the vehicle, about when it had been produced, what its model and series were.

Beginning with the 1932 model year, Buick quit assigning number blocks. Instead, Buick began to assign frame numbers sequentially, one at a time, from the beginning of the model year through to the end.



This means that if the number of cars produced by an assembly plant in a given month is known, (and that information is available for 1937 & 1938) it is possible to determine the month and year a car was built. And by extrapolation, the week of production can be closely estimated.

Being able to determine a build date is of great interest to many Buick enthusiasts. The information cannot be found on the vehicle and it is impossible to get a 1937 or a 1938 production date from Buick's records. Buick's production records for vehicles built prior to 1970, were destroyed by the company many years ago.

Computing a production date from the beginning of the 1932 model year until the beginning of the 1937 model year is not difficult. Prior to 1937, with the rare exception of some pioneering production Buick did in Jackson, Michigan and later in the 1920's when a few hundred units were assembled in Minneapolis, all Buicks were built in Flint.

WHERE WAS MY CAR BUILT?

Beginning with the 1937 Buick added plant production capacity, first in South Gate, California and then at Linden, New Jersey. Because there were now three assembly plants, Buick had to come up with a frame number identification system that would designate where a car had been built, when just its frame number was known.

Buick solved the problem like this. Cars produced in Flint had no letter preceding the frame number. Cars built in South Gate, California had a **C** preceding the frame number, and cars built in Linden, New Jersey had an **L** preceding the frame number. Interestingly, the explanation for the no letter, the **C** and the **L** designators does not survive in Buick's records. This information was supplied by members of the 1937-1938 Buick Club. These plant letter identification codes can also be found stamped on the Fisher Body fire-wall data plates of a 1937 or a 1938 Buick.

The 1937 letter (*alpha*) designator in the frame number lasted for just one model year. In 1938 a numeral (digit) was used to identify the assembly plant. They were: **1=Flint, 2=South Gate, 3=Linden**. After 1938, as additional assembly plants came on line around the country, new numeric designators were assigned to each plant.

At the end of a model year, Buick would record

the beginning and ending frame number for all the cars it had produced. For 1937 it was 2999497 to 3219847. For 1938 it was 3219848 to 3388546. When you subtract the beginning frame number from the ending frame number, the difference will virtually always equal the total Buick production figure for the entire model run. With this in mind it becomes clear that all three plants could not have been assigning frame numbers that might duplicate a frame number issued by another assembly plant. Determining how the number assignments were allocated to the three different assembly locations becomes key to determining when a 1937 or a 1938 Buick was built.

During this period Buick had to have kept a master record of the assignments by assembly plant, and if that record had survived, a computer could easily be programmed to estimate production dates. But that record no longer exists.

There were 140 responses to our request for information. Of these, 132 contained data that Dave was able to use in developing his conclusions. Dave estimates that these 140 responses represent about 5% of all 1937 & 1938 Buicks still in existence. He rightly calls that a phenomenal response!

WHAT DOES ALL THIS MEAN TO ME?

Actually, it means a lot. For the first time ever, Dave Corbin and I are going to show you how to make a good estimate as to when your 1937 or 1938 Buick was built by using your frame number. First, you must determine which assembly plant built your car. That process is explained above.

Then, using your frame number and the plant that produced your car as a guide, determine its year and month of production by locating the number block that contains your frame number. Remember, if you are working with a 1938 frame number, you use the first digit only to determine the assembly plant, and then use the last seven digits to place it within the correct block. And there you have it! The when and where your 1937 or 1938 Buick was built is no longer a mystery!

Dave and I both hope you have found the information presented here to be of value. And you have our thanks. This article and the information presented could not have been done without you!

1937 Model Year-Flint, Michigan Assembly Plant

| | | |
|----------------|-------------------|-------------------|
| September 1936 | 2999497 - 3003999 | |
| October 1936 | 3004000 - 3022632 | |
| November 1936 | 3022632 - 3043658 | |
| December 1936 | 3050073 - 3075856 | |
| January 1937 | 3075857 - 3076521 | |
| February 1937 | 3076522 - 3083489 | |
| March 1937 | 3083490 - 3106553 | |
| April 1937 | 3106554 - 3119264 | 3125379 - 3135771 |

(Note: Two frame number blocks were assigned in April of 1937 at Flint. The authors believe this may reflect problems caused by the Fisher Body strike at Flint in early 1937.)

| | | |
|-----------|-------------------|-------------------|
| May 1937 | 3135772 - 3156106 | |
| June 1937 | 3159559 - 3180138 | |
| July 1937 | 3180138 - 3198138 | 3202400 - 3203218 |

Note: Two frame number blocks were assigned at Flint in July 1937.

| | |
|-------------|-------------------|
| August 1937 | 3211771 - 3219843 |
|-------------|-------------------|

1937 Model Year-South Gate, California Assembly Plant

| | | |
|----------------|-------------------|-------------------|
| September 1936 | 0 | |
| October 1936 | 3043659 - 3044560 | |
| November 1936 | 3044561 - 3047015 | |
| December 1936 | 3047016 - 3050072 | |
| January 1937 | 3119265 - 3121222 | |
| February 1937 | 3121223 - 3121463 | |
| March 1937 | 3121464 - 3124872 | |
| April 1937 | 3124873 - 3125378 | 3156107 - 3159386 |

Note: Two frame number blocks were assigned at South Gate in April 1937.

| | |
|-------------|-------------------|
| May 1937 | 3198139 - 3199721 |
| June 1937 | 3199722 - 3201575 |
| July 1937 | 3201578 - 3202399 |
| August 1937 | 0 |

1937 Model Year-Linden, New Jersey Assembly Plant

| | |
|----------------|-------------------|
| September 1936 | 0 |
| October 1936 | 0 |
| November 1936 | 0 |
| December 1936 | 0 |
| January 1937 | 0 |
| February 1937 | 0 |
| March 1937 | 0 |
| April 1937 | 3159386 - 3159556 |
| May 1937 | 3203220 - 3204513 |
| June 1937 | 3204514 - 3206665 |
| July 1937 | 3206666 - 3209814 |
| August 1937 | 3209815 - 3211771 |

1938 Model Year-Flint, Michigan Assembly Plant

| | | |
|----------------|-------------------|-------------------|
| August 1937 | 3219848 - 3221186 | |
| September 1937 | 3221187 - 3233681 | |
| October 1937 | 3233682 - 3239847 | 3257389 - 3269986 |

Note: Two frame number blocks were assigned at Flint in October 1937.

| | | |
|---------------|-------------------|-------------------|
| November 1937 | 3269987 - 3288433 | |
| December 1937 | 3288434 - 3302899 | |
| January 1938 | 3202900 - 3304583 | 3313452 - 3321293 |

Note: Two frame number blocks were assigned at Flint in January, 1938.

| | | |
|---------------|-------------------|-------------------|
| February 1938 | 3321294 - 3323451 | 3326460 - 3334640 |
|---------------|-------------------|-------------------|

Note: Two frame number blocks were assigned at Flint in February 1938.

| | | |
|------------|-------------------|-------------------|
| March 1938 | 3334641 - 3345238 | |
| April 1938 | 3345239 - 3354086 | |
| May 1938 | 3354086 - 3364511 | |
| June 1938 | 3364512 - 3367954 | 3377086 - 3382975 |

Note: Two frame number blocks were assigned at Flint in June 1938.

| | | |
|--------------|-------------------|--|
| July 1938 | 3382976 - 3388537 | |
| August, 1938 | 0 | |

1938 Model Year-South Gate, California Assembly Plant

| | |
|----------------|-------------------|
| August 1937 | 0 |
| September 1937 | 3239848 - 3240751 |
| October 1937 | 3240752 - 3243201 |
| November 1937 | 3243203 - 3245334 |
| December 1937 | 3245335 - 3247117 |
| January 1938 | 3304584 - 3306173 |
| February 1938 | 3306174 - 3306982 |
| March 1938 | 3306983 - 3307533 |
| April 1938 | 3323452 - 3324237 |
| May 1938 | 3324238 - 3325176 |
| June 1938 | 3325176 - 3326298 |
| July 1938 | 3326299 - 3326459 |
| August 1938 | 0 |

1938 Model Year-Linden, New Jersey Assembly Plant

| | |
|----------------|--------------------|
| August 1937 | 0 |
| September 1937 | 3247118 - 3248243 |
| October 1937 | 3248244 - 3252080 |
| November 1937 | 3252032 - 3255911 |
| December 1937 | 3255912 - 3257388 |
| January 1938 | 3307534 - 3308539 |
| February 1938 | 3308540 - 3309233 |
| March 1938 | 3309234 - 3310588 |
| April 1938 | 3310589 - 3313451 |
| May 1938 | 3367955 - 3371 888 |
| June 1938 | 3371889 - 3375216 |
| July 1938 | 3375217 - 3377085 |
| August 1938 | 0 |

*And there you have it!
The when and where your 1937 or 1938 Buick was built
is no longer a mystery!*

1938 CENTURY CONVERTIBLE

From Stock to a Street Rod

By Andy Diem (#952)-Washington, DC



This black 1938 Century Convertible Coupe was for sale in Bend, Oregon about six year ago for \$25,000. It had a straight eight engine and was completely stock.



It is now painted fire engine red and has an '85 Corvette front and rear suspension.

It is equipped with a '97 Cadillac Northstar engine. The engine is hooked to a 700R4 overdrive automatic transmission for highway cruising.

The work was done very well with the interior looking very comfortable. A real hot rod!

It was auctioned on February 22. The auction was at Donald Trump's Taj Mahal casino in Atlantic City, NJ. It was bid to \$50,000 but did not meet the reserve. Sales were very low with many cars not reaching the reserve. Now is the time to buy, prices are down!



FIXING A BROKEN TEMPERATURE GAUGE

Technical TIPS



By the Editor

One of the most common problems with the water temperature gauge is that the bulb that goes into the cylinder head gets stuck and is difficult to remove. Often the small tube that runs from the gauge to the bulb gets broken off when you try to remove it from the cylinder head.

If the tubing breaks off where it's soldered to the bulb, you'll have to get it professionally repaired. One company that does this is:

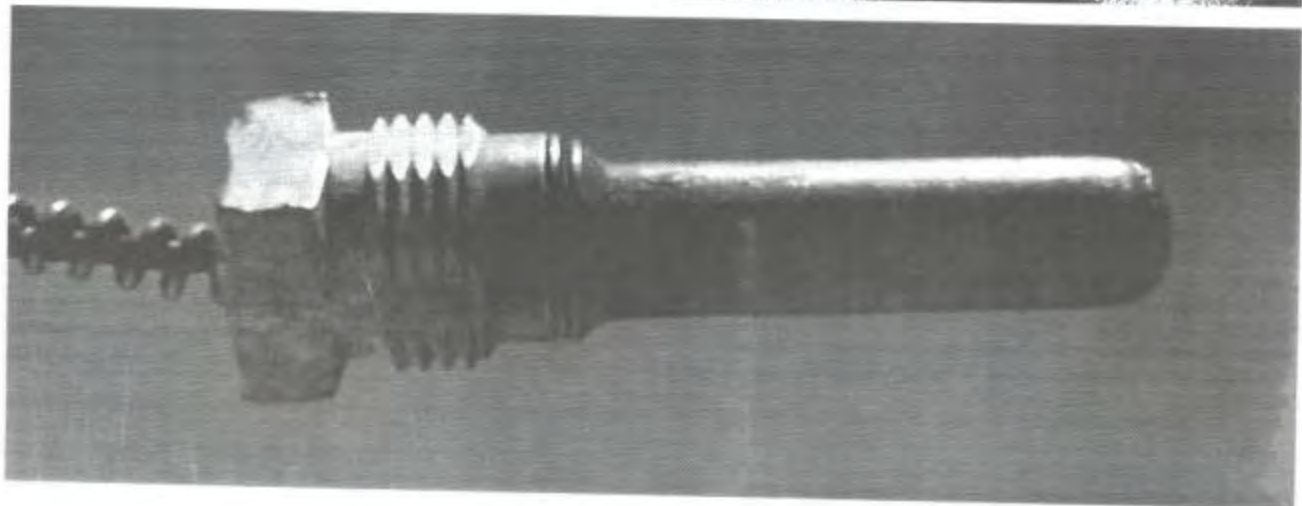
John Wolf & Co.
36420 Biltmore Pl. #1
Willoughby, Ohio 44094
Phone: (440) 942-0083

Send them your broken gauge and a check for \$95 and they will fix it and mail it back to you postpaid. They solder a new tube at the back of the temperature gauge with a new bulb at the other end.

This is what the new bulb looks like (below). Another person who does this is the:

Temperature Gauge Guy
Phone: (802) 878-2811 (Vermont)
(813) 733-6716 (Florida)

I have never used him and don't know what he charges.





Technical TIPS

By Jim Blake (#1458)-Ohio

PAINTING HUBCAPS REVISITED

The March/April TT had a tech tip on painting the lettering on the 37/38 hubcaps. I've found a much simpler (and cheaper) method that provides outstanding results. Go to your local hobby store, actually I found this in the grocery store, and buy a **Gloss Black Paint Stick** made by **Testor's**. It looks like a large magic marker. The tip is flat much like a calligrapher's pen and can be rotated to produce anything

from a wide, flat line to a narrow, thin line.

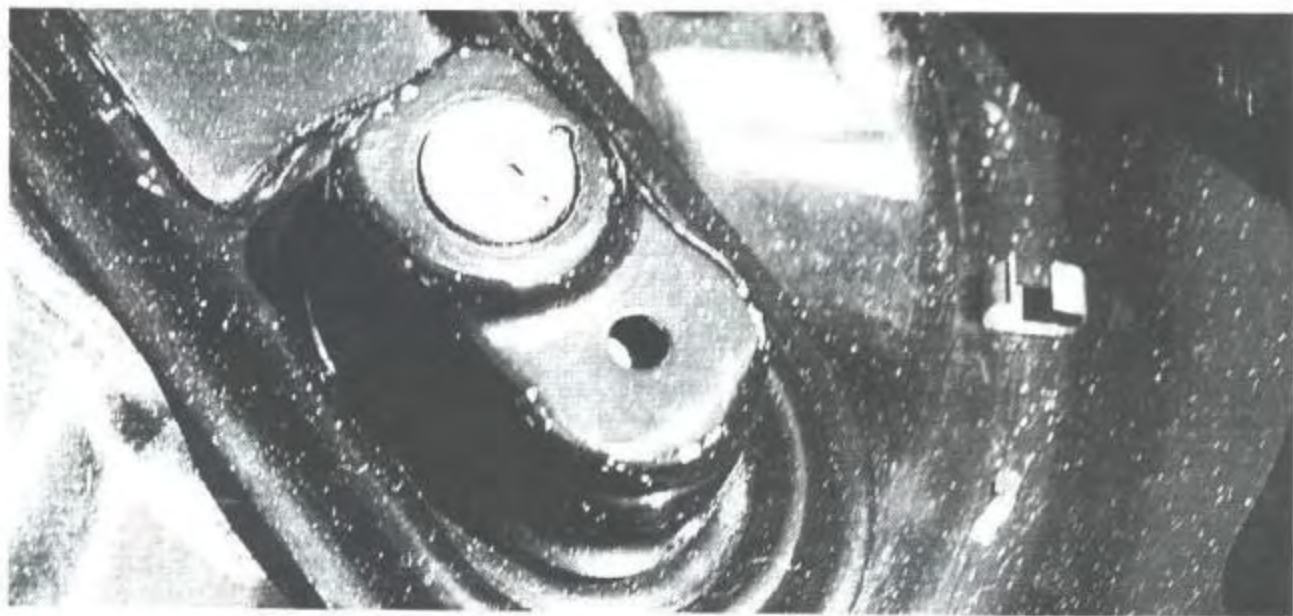
I bought four new hubcaps from Bill Hirsch and the lettering is not painted on these. I painted the lettering on all four caps in less than an hour for less than \$3.00 and have enough paint left over to vandalize the neighbor's house. We also did all of the lettering on the upper grille bar on my brother's 1953 Buick and still haven't run out.

SIDEMOUNT LOCKS CONTINUED

By the Editor

We've discussed in recent TT articles how the original Buick sidemount locks like the one on the right were copied and used by Chevrolet on the 1960's Corvairs.

Below is what the Corvair lock actually looks like. It is not an exact copy of the Buick one, but it's close and will fit the 9/16" hex nut used on Buick sidemounted cars. So if you can't find original Buick locks, use Corvair ones.



The 1937/38 Buick Story



TO ORDER:

Send check or money order
for \$30 (per book),
made payable to
"Walter Bruegger"

AND SENT TO:

Walter Bruegger
2432 Bridwell Way
Hayward, CA 94545

Welcome to 24 months of power-packed drama when new 1937 and then 1938 Buick blazed a path of demand and glory across the America consciousness.

TOTAL COST:
just \$30 per book
(includes 1st class postage)

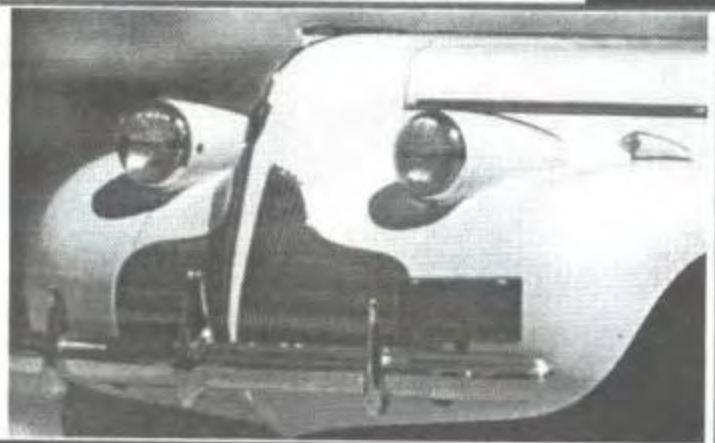
FOREIGN ORDERS
please ADD
\$5 for handling

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks.

Don't delay, order today!

The 1939 Buick Story

The Best of
All Worlds



TO ORDER:

Send check or money order
for \$30 (per book),
made payable to
"Walter Bruegger"

AND SENT TO:

Walter Bruegger
2432 Bridwell Way
Hayward, CA 94545

TOTAL COST:
just \$30 per book
(includes Priority mailing)

FOREIGN ORDERS
please ADD
\$5 per book for
extra postage

This is the complete and indepth story of the 11 months the 1939 Buick was available brand new to a highly receptive public. The book not only contains 71 timely ads from that model year but goes into great deal about Buick's introduction of an entirely new styling theme, the cutting edge, industry-leading innovations it introduced, excerpts from speeches by Buick President Harlow (Red) Curtice and sales manager W. F. Hufstader which provide much new, insightful information about Buick and its key role in the marketplace, and the so much more that made the 1939 Buick so popular.

This is a book any Buick fan would be proud to own. Don't delay, order today!

ALWAYS IN PRINT AND STILL AVAILABLE: "The 1937/'38 Buick Story" - same price, same terms as the '39 book. Please be sure to specify which book you are ordering.

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• **1937 & 1938 PARTS** The following is just a portion of what's available. Call with your needs.

• 1937 PARTS

| | |
|--|------------|
| Large Series AA-2 Carburetor, complete | \$300 |
| Cigar lighters | \$25 |
| Century sidemounts, complete | \$1200 |
| Coupe & convertible coupe seat | \$200 |
| 40/60 Series rear brake cables, good condition | \$40 pair |
| Century radiator | \$75 |
| Special radiator | \$75 |
| Rear springs 40 & 60, good condition | \$100 pair |
| Radio delete plates | \$15 |
| Small series throttle linkage | \$25 |
| Big Series rocker assemblies | \$50 |
| Fender lights | \$65 pair |
| Trunk lights, complete | \$50 |
| Tail lights with lenses, all series | \$50 pair |
| Wiper transmissions | \$50 pair |
| Special manifold | \$75 |
| Throttle cable | \$20 |
| Special transmission | \$100 |
| Special splash pans | \$40 pair |
| Century hood | \$100 |
| Headlight switch | \$20 |
| Radio grilles | \$15 |
| Wiper motors | \$15 |
| Trunk hold-up arms | \$20 |
| Sun visors | \$20 |
| Bumpers | \$40 each |
| Bumper arms | \$15 each |
| Steering wheel | \$50 |
| 40 & 60 running board brackets | \$50 set |
| Buick creast badge for hood trim strip | \$50 |
| Gas pedal | \$15 |
| Small and large series generators | \$75 |

• 1938 PARTS

| | |
|--|------------------|
| Slant back sedan trunk lid | \$175 |
| Slant back sedan rear vent windows | \$100 pair |
| Special generator | \$75 |
| Coupe & convertible seat, complete | \$200 |
| Century motor, complete long block | \$500 |
| Limited door sills | \$75 set of four |
| Breather tubes | \$10 each |

| | |
|---|------------|
| 734Z starter with solenoid | \$50 |
| Special hood lettering | \$20 pair |
| Rear license plate stand, bracket & light for sedan | \$45 |
| Assist straps with screws | \$10 each |
| Throttle cable | \$20 |
| Special radiator | \$75 |
| Battery tray | \$20 |
| Special manifold, complete | \$75 |
| Special hood sides & tops | \$25 each |
| Century radiator | \$100 |
| Owners manual and other misc. original glove box literature | \$75 |
| Hubcaps, used | \$25 |
| Clock | \$40 |
| Century splash pans | \$100 pair |
| Cigarette lighter, complete | \$25 |
| Century Hood, complete with center hood hinge | \$200 |
| Trunk emblem | \$50 |
| Special AAV-1 Stromberg complete | \$175.00 |

• **1937 & 1938 PARTS**

| | |
|--|------------|
| 40-60 Lower inner shaft and bushings, new | \$90 pair |
| Large series transmissions | \$300 |
| Special air cleaners | \$50 |
| Radio hanger brackets | \$25 |
| Large series flywheel with good teeth | \$100 |
| Big Series spark plug cover | \$100 |
| Headlight buckets | \$20 each |
| Map light switches | \$15 |
| Small series spark plug covers | \$40 |
| Rear fender splash aprons | \$15 each |
| Big Series manifold ends | \$50 |
| 16" beauty rings | \$10 each |
| Headlight bezels | \$20 each |
| Trunk hinges | \$50 pair |
| Front arm rests | \$25 pair |
| 40 & 60 rear vent windows, need plating | \$50 pair |
| Rear view mirrors | \$15 |
| Special rear motor mounts | \$25 |
| Century rear motor mounts | \$35 |
| 40 & 60 4 dr. sedan doors | \$75 each |
| Front vent window frames & mechanisms | \$35 each |
| Big Series fuel pump cores | \$35 |
| 4-Post voltage regulator, used | \$25 |
| Headlight adjusting buckets | \$100 pair |
| Limited dome light | \$65 |
| Front license bracket | \$35 |
| Coupe doors, rust free | \$450 each |
| Special insert connecting rods | \$200 set |
| Large Series (60-80-90) insert connecting rods | \$250 set |
| Small and Large Series timing chain covers with '49-'53 seal | \$50 |
| Small series 1941 dual carb set-up, complete with linkage | \$500 |

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(763) 427-3460

• **1938 PARTS**

1938 Special sidemount welled fenders and mounting hardware.

No sidemount covers \$1,500.00

6 gallons of Ditzler Nitrocellulose lacquer, 1937 Buick color Ottawa Blue \$100.00

Mark Salamon (#1382)

PO Box 397

Bondsville, MA 01009

Phone: (413) 283-3974

• **1937 or 1938 PARTS**

'37 or '38 Special center exhaust valve body with weights and flapper valve.

Original in good condition \$100

Right side running board for a '37 or '38 Special in excellent condition \$200

Sorry, won't ship. You pick up.

Joe Giordano (#333)

131 N. Stewart road

Liberty, MO 64068

(816) 415-4338

• **1937 PARTS**

Special or Century steering linkage \$35

Instrument panel with gas, water temperature (w/bulb), ammeter and
oil pressure gauges and speedometer \$100

Stainless headlight trim strips (2) \$25

Radio grille on front of dash, original chrome \$20

Hood ornament, original chrome \$15

Sidemounted Century Model 61 sedan two page ad from the
March 20, 1937 Collier's magazine \$10

1937 Century generator No. 918F \$95

One fender parking light. No glass lens \$40

• **1938 PARTS**

Radio with repro plastic knobs and chrome FAR/NEAR and TONE control bezels.

Nice dial. Radio does not work \$150

Instrument panel with gas, water temperature (w/bulb), ammeter and
oil pressure gauges and speedometer \$100

NOS Big Series clutch fork \$30

Century stainless dashboard trim strips \$20 pair

Glove box door, no clock or hinge \$10

Oil pressure gauge \$15

Rear differential housing cover \$15

Radio grille, two chrome pieces plus mesh screen, original chrome \$25

Used rear brake cable. Runs from one rear wheel to the other. Complete with
2 shackles, 2 springs and 2 connecting brackets to backing plates.

Wire cable has no broken strands \$35

Pair of fender parking lights. No glass lenses \$80

• **1937 & 1938 PARTS**

Coupe driver's side wind wing and mechanism. Needs rechroming \$50

NOS Sleeve, rear axle pinion bearing, 1936 to 1955 Special, p/n 1386942 \$35

NOS Reverse Idler Gear, Special '34-'38, p/n 1283878 \$40

Special front brake drums, pair, used \$50

| | |
|---|-----------|
| Special rear brake drums, pair, used | \$50 |
| Special right rear brake backing plate | \$15 |
| Used 4.4 ring and pinion gears. Good condition. Ring gear still on carrier | \$50 |
| Used Unity (sold by Kantor) 12 volt clear driving or spotlight bulbs, GE #4435. Bulbs used but OK. Cost \$30 new. Have two | \$5 each |
| Big Series thermostat housing | \$30 |
| Big series X fans, 18" diameter | \$15 each |
| Big series timing chain cover | \$15 |
| Special timing chain cover | \$15 |
| Splash pans, right and left for a Special. No tears or rips, Need cleaning and re-painting | \$50 pair |
| Nearly new 12 volt generator, came off a '37 Buick that had been converted to 12 volts | \$50 |
| Left side headlight bezel w/original chrome | \$20 |

• **CHEVROLET ITEMS**

| | |
|---|------|
| Original 1938 Chevrolet Owner's Manual | \$35 |
| 1938 Chevrolet ignition coil, armored cable and ignition switch, all one unit, no ignition key | \$50 |
| Original 1931 Chevrolet Owner's Manual | \$25 |

All prices plus postage. Will refund your money (except the postage) if you return it in the same condition.

Harry Logan

1005 Rilma Lane

Los Altos, CA 94022

(650) 941-4587

E-mail: harrylogan@earthlink.net

• **FOR 1938 SPECIAL**

| | |
|------------------------------------|-----------|
| Marvel carburetor, used | \$90 |
| Cylinder head | \$100 |
| Manifold | \$100 |
| Hood side panels | \$90 |
| Parking light chrome | \$35 each |
| Hood hinge | \$75 |
| Center grill stainless strip | \$125 |
| Radiator | \$100 |
| Grille (2 sides) | \$75 |
| Dashboard | \$75 |
| Clock | \$35 |
| Trunk lid | \$75 |
| Front fender braces | \$30 each |
| Vent windows | \$35 each |
| Aftermarket heater | \$50 |
| Dash chrome | \$35 |
| Exterior moldings | \$15 each |

Add 15% shipping

Joseph Kassakian (#26)

117 Water Street

Route 206 North

Newton, New Jersey 07860

Phone: Work: (973) 383- 5435

Home: (973) 383-0814

'37-'38 COLLECTIBLES

- **1938 Radio Speaker Grille** Group 9-855 Part No 1303820 —
NOS (never been on a vehicle and in original envelope. Envelope quite worn and dirty and part has surface fuzz but no pits or damage) \$15
- **1937 Sales Brochures**, factory produced for dealers to mail out, two different ones each with unbroken seals: **"Why Not A Straight Eight Four Your Money?"** when unfolded is 8" x 11", 3-color \$12 each
- **"Designed for Zooming! Buick's New Carburetor"** is 12" x 9" when unfolded, also 3-color (specify quantity and which one(s) desired) \$12 each
- **1938 1000 & 2000 Mile Inspection forms** produced by Buick Motor Division (BMD) for dealer use (BMD Form BPS 6-22) Sheets are yellowed with age but in otherwise good condition. Will be shipped flat between cardboard to protect from bending \$10 per page
- **Buick Motor Division produced/Dealer Mailer**, unfolded measures 14" x 21" promoting used car side of business with **"Safe Used Cars"** and **"Just a Minute For Safety's Sake"**, have only two, one with seal unbroken \$15 each or both for \$25
- **1938** edition of **Autolite Spark Plug** catalog \$10
- **1938 Buick Self-Shifting Transmission Manual Supplement** for 40 Series models in mint condition \$30
- **Testamentary Letters**, appear to be reproductions done by the Glendale, CA dealership to whom the nine letters were written during 1938 \$5 for all nine
- **1937** edition of the **Gates Rubber Company** catalog includes belts, hoses, patches, flaps, mats and more plus full pricing as well as order forms, 150 pages \$7.50
- September **1937** issue of **Motor Age**, feature article on **Servicing Buick Rear Axles** \$4
- May and September **1938** issues of **Exhaust Magazine** for dealers in Washington, Oregon, California, both for \$5
- **1937 Advertising Banners:**
 - One type meant to be mounted on cars as per instructions on reverse side, banners measure 4" x 34" long.
 - Have Seven (7) that say **"Gangway for Special"**, all pale blue print on cream background, six in quite good condition, 1 discolored \$7.50 each
 - Have two (2) that say **"Gangway for Limited"**, one in fair condition, the other damaged, both for \$7.50
 - Have two (2) **"Gangway for Roadmaster"**, both damaged and discolored, both for \$6.50
 - Another type banner intended to hang as it has small brass grommets in each of four corners. Each measures 5" tall by 47" long, printed on canvas in red print on blue background with letters shaded in black. The script says, **"It's Buick again"**, have Six (6):
 - Five are in quite good condition \$10 each
 - One damaged and discolored \$7.50
- **1937** Full line brochure, 32 pages, excellent condition \$50
- **1938** Shop Manual, good condition \$60

All prices include packaging and postage/shipping within US unless otherwise noted

Helen V. Hutchings

2614 Sirius Street, Thousand Oaks, CA 91360-2943

phone: (805) 492-7621

fax: (805) 493-4361

e-mail: hvhent@juno.com

Lance Cryan (#1652)
PO Box 20231
Wichita, KS 67208

John Becker (#1653)
26 Pinoak Ct.
Shippensburg, PA 17257
39-41

Wayne Miller (#1654)
39 Timbs Street
Ulladulla, NSW
Australia 2539
37-61
38-66S

WELCOME *New Members*

Henrik Høier (#1655)
Tystrupvej No. 1
Fuglebjerg,
Denmark 4250
35-56S

Bob Scott (#1656)
777 Oakwood Drive
Westmont, IL 60559
38-41

Les Miller (#1657)
PO Box 1
Hazen, ND 58545
38-46

Kermit Houser (#1658)
10131 Mourning dove Dr.
Klamath Falls, OR 97601

Cam Novoa (#1659)
2874 Country Club Blvd
Orange Park, FL 32073

John Schroeder (#1660)
256 N. Valley Center
Glendora, CA 91741
38-90

Cars FOR SALE

1938 FOR SALE:

1938 Century Coupe
Model 66S

Two jump seats, excellent
body, mechanicals
and interior.

\$20,000 obo

Rod Kaufhold (#1290)

PO Box 815

Flatonia, TX 78941

Phone: (361) 865-3323

E-mail: rpklnk@techisp.com



1938 BUICK SPECIALS BY VICTORY MODELS

New Price
for convertibles
\$135.00
each

NEW



In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP



1/43RD
SCALE

NEW



In MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

VL-1 1938 SEDAN and VL-2 1938 BUSINESS COUPE STILL AVAILABLE at \$125.00 EACH - SHIPPING \$6.00 first model, & \$1.00 each additional model
Send Inquiries and Checks Payable to:

RAY PASZKIEWICZ, JR.

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-9297

CATALOG
#34
\$2.00

VISA

MasterCard

1937-1938 Buick "Hood Hinges"

FOR SALE

All stainless steel reproduction of the original trim

\$195.00 plus shipping and tax (ca)



*All orders custom "cut to length"
to fit your model and year.*

(916) 362 2597

email: marbo1000@netscape.net

Bohs Specialty Parts

9282 Sungold way

Sacramento, Ca. 95826

1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. SATISFACTION GUARANTEED.

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

SATISFACTION GUARANTEED. \$39.95 including shipping.



TERRY DUNHAM
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057

e-mail: Buickohv@aol.com • web site: www.OldBuickArchive.com

FAX (805) 434-2626

BOB'S AUTOMOBILIA

P.O. BOX 2119
ATASCADERO, CA 93423
U.S.A.

TEL. (805) 434-2963

1937-38 BUICK

DOOR WEATHERSEAL-SPONGE

| | |
|-------------------------|------------|
| Glue-In.....DW-378..... | \$1.90 ft. |
| Clip-In.....DW-80..... | \$3.50 ft. |
| Clips.....WC-80..... | \$0.75 ea. |

DOOR BOTTOM SEAL

| | |
|---------------------------|------------|
| Clip Type.....DW-369..... | \$2.75 ft. |
|---------------------------|------------|

TRUNK SEAL-SEDANS, 1/2" Wide:

| | |
|-----------------------------|---------|
| Ser. 80-90.....TW-371..... | \$44.50 |
| Sedans, 3/4" Wide: | |
| Ser. 40-60.....TW-371S..... | \$44.50 |

TRUNK SEAL For COUPES, 5/8" x 1"

| | |
|------------------------------|------------|
| Sponge.....TL-369..... | \$2.10 ft. |
| 1/2"x1"x16".....TL-1129..... | \$48.50 |

CLUTCH and BRAKE PEDALS Ser. 40-60

| | |
|-------------------------|----------|
| Black.....CB-343BK..... | \$6.75ea |
| Brown.....CB-343BN..... | \$7.25ea |

PEDAL FLOOR SEALS; All Models

| | |
|-------------|-------------|
| FS-375..... | \$12.95 pr. |
|-------------|-------------|

1937 ONLY! ACCELERATOR PEDAL Ser. 40-60

| | |
|------------------------|---------|
| Black.....AP-37B..... | \$34.25 |
| Brown.....AP-37BN..... | \$39.00 |

SHIFT BOOT, 1937-38 Series 40 Only!

| | |
|------------------------------|---------|
| Black..... | \$9.75 |
| Brown..... | \$18.50 |
| Series 80-90 Black Only..... | \$10.50 |

DOOR SILLS; Trim To Fit

| | |
|-------------|--------------|
| 2-Door..... | \$72.00 pr. |
| 4-Door..... | \$108.00 set |

GLOVE BOXES.....

| | |
|--|-------------|
| | \$30.50 ea. |
|--|-------------|

PARKING LIGHT LENS.....

| | |
|--|------------|
| | \$19.95 ea |
|--|------------|

CARB. KITS: CARTER

| | |
|------------------------|---------|
| CK-360C..... | \$26.50 |
| Stromberg CK-37XS..... | \$27.50 |

TORQUE BALL SEAL KIT, All Models

| | |
|--------------|---------|
| TBK-343..... | \$28.75 |
|--------------|---------|

VISOR "VANITY" MIRROR

| | |
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